

**Transportation Commission Workshops were held on Wednesday, January 18, 2017. The January 2017 Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on January 19, 2017 to discuss preplanned agenda items. Commissioner comments and all customary reports were part of the meeting agenda.**

---

**Note:** Materials for specific agenda items are available at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> by clicking on the agenda item on the schedule provided at this site. For the full agenda of workshops and sessions see the link presented above.

### **Transportation Commission Committee Meetings Wednesday, January 18, 2017**

#### **1:30 p.m. Right of Way Acquisition Workshop**

##### Purpose

- Review and act on Right of Way condemnations, settlements, and acquisitions. See TC January 2017 Packet for a full list of properties in question regarding right-of-way acquisition, settlement or condemnation approval for multiple projects.

##### Action

- Approval of Right of Way condemnations, settlements, and acquisitions.

##### Discuss and Act on Right of Way Condemnation Approval

- NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest or convenience will be served by the proposed changes to several project locations – see TC Packet for the full list of properties in question. All condemnation proceedings, approvals or other negotiation actions taken by COOT with respect to the listed acquisitions prior to September 26, 2016, are hereby affirmed, ratified, and made effective as officially sanctioned actions of the Transportation Commission. The Transportation Commission authorizes COOT to initiate and conduct condemnation proceedings for the following landowners. Further, if a settlement amount, certificate of ascertainment and assessment, or verdict is reached with respect to the amount of just compensation due to the landowner, the final settlement, certificate of ascertainment and assessment, or verdict amount is subject to approval by the Transportation Commission. If acquisition of the property requires acquisition of buildings, structures, or improvements on real property as well as acquisition of tenant-owned improvements both real and personal property, or other real estate, the Transportation Commission authorizes COOT to acquire those items through eminent domain proceedings if necessary.

##### Discuss and Act on Right of Way Settlement Approval

- NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest or convenience will be served by the proposed changes to several project locations. All approvals or other negotiation actions taken by CDOT with respect to the above listed acquisitions after September 26, 2016, are hereby affirmed, ratified, and made effective as officially sanctioned actions of the Transportation Commission. Since the properties listed involve voluntary settlements between CDOT and the landowners, the Transportation Commission determines that tender to the landowners or condemnation of the property is unnecessary. If acquisition of the Property requires acquisition of buildings, structures, or improvements on real property as well as acquisition of tenant- owned improvements both real and personal property, or other real estate, the Transportation Commission authorizes CDOT to acquire those items for the agreed- upon amounts. The Transportation Commission hereby approves the acquisition of the parcel, approves the actual size of the acquisition, and the settlement amount listed.

##### Discuss and Act on Right of Way Acquisition Approval

- NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest or convenience will be served by the proposed changes to several project locations. All condemnation proceedings, approvals or other negotiation actions taken by COOT with respect to the listed acquisitions prior to September 26, 2016, are hereby affirmed, ratified, and made effective as officially sanctioned actions of the Transportation Commission. The Transportation Commission authorizes COOT to initiate and conduct condemnation proceedings for the following landowners. Further, if a settlement amount, certificate of ascertainment and assessment, or verdict is reached with respect to the amount of just compensation due to the landowner, the final settlement, certificate of ascertainment and assessment, or verdict amount is subject to approval by the Transportation Commission. If acquisition of the property requires acquisition of buildings, structures, or improvements on real property as well as acquisition of tenant-owned improvements both real and personal property, or other real estate, the Transportation Commission authorizes COOT to acquire those items through eminent domain proceedings if necessary.

### **2:15 p.m. Transit and intermodal Committee Meeting (Mark Imhoff)**

#### Purpose

- A TC memo gives a recap of the September and October Transit Overview Workshops, and is organized to give additional context to the Transit & Intermodal Committee.

#### Action

- Information only. No action needed.

#### CDOT Transit Program Recap

- The following questions were answered in the TC packet materials and cover memo from the Division of Transit and Rail (DTR) that explain DTR activities and responsibilities:
  - What defines CDOT's Division of Transit Program Responsibilities?
    - SB09-094 – plan, develop, operate, integrate transit into the Statewide System. Annual FASTER Transit funds, and other non-permanent state funds (like SB 228) fund this responsibility.
    - FTA Circular 5010 – receive FTA formula funds for small urban and rural areas; distribute and insure compliance with federal regulations.
  - What modes constitute transit and are covered with CDOT funding?
    - Long Distance Intercity Passenger Rail (Amtrak) – diesel or electric passenger railway system operated between urban areas usually over corridors of 750 or more miles in length.
    - Public Transportation:
      - Local fixed route bus and local demand response transit
      - Regional bus and Interregional bus (Bustang)
      - Light rail – metropolitan electric passenger railway system operated with single cars or short trains,
      - High speed rail – diesel or electric passenger railway system operated between urban areas,
      - Automated guideway system (AGS) – a driverless group passenger system operated within urban areas or between urban areas. May travel on steel rails, concrete tire tracks (i.e. airport trams), concrete beam (i.e. monorail), or on magnetically-levitated tracks (aka maglev).
  - What is the annual transit budget?
    - CDOT FY 16-17 Final Budget (One Pager)
      - Pass-Through/Multi-Modal Grants

- Transit; lines 84 - 91
  - FTA formula funds - \$15.2M (FY2016/17)
  - FASTER Transit funds - \$15M/year
    - \$10M/year – Statewide capital & operating
    - \$5M/year – Local capital
  - -permanent state funds
    - SB 228; 10% for transit - \$10M (FY 2016/17)
- What guides transit investment and annual project selection?
  - PD 14 – guides Statewide Transportation Plan development and investment
    - Transit Utilization – annual small urban and rural ridership
    - Transit Connectivity – revenue miles of interregional and regional routes
    - Transit Asset Management; priority given to bus replacements
  - FTA Circular 5010 – compliance with federal regulations
  - PD 1605 – Bustang roles and responsibilities
  - PD 1607 – Rail Corridor Preservation
- What is the cycle used for transit fund usage/distribution?
  - FTA and FASTER funds consolidated to maximize efficiency and minimize Grant Partner submittals.
    - Capital projects – fall & winter; contracts follow
    - Operating projects – spring & summer; contracts follow
  - Other non-permanent funds (e.g. SB 228) – no set schedule
- What plans capture the CDOT Transit Program?
  - Statewide Transit Plan
  - Statewide Management Plan
  - Grant Partner Manual – A guide (processes and procedures) for Grant Partners to insure compliance with the State Management Plan and all FTA requirements.
  - Title VI Plan
  - Disadvantaged Business Enterprise (DBE) Goal/Plan
  - State Freight and Passenger Rail Plan
- What is COTRAMS? -The Colorado Transit & Rail Awards Management System (COTRAMS) is the transit grant management module and data base. Each Grant Partner has a license and can access the system to view their respective grants status; and to submit grant applications, reimbursement requests, and annual reporting requirements.
- What CDOT divisions are responsible for freight?
  - Division of Transit & Rail (DTR) – general railroad coordination through the Transit & Rail Advisory
  - Committee (TRAC). Passenger rail planning; State Freight & Passenger Rail Plan.
  - Division of Transportation Development (DTD) – railroad inventory, freight planning, State Freight Plan,
  - FASTLANE Grant program.
  - Division of Project Support (DPS) – FHWA Section 130 railroad grade crossing program, railroad coordination for highway construction projects, railroad contracts.

#### Other Topics

- Quarterly Reports
- Bustang – CDOT’s first transit (interregional bus) service
- CDOT’s Transit Grant Program
- Senate Bill 228 Funding for DTR and Project Delivery

- Multimodal Freight Plan / State Freight & Passenger Rail Plan update

### **3:00 p.m. C-470 Workshop (Josh Laipply, David Spector)**

#### Purpose

- The purpose of this meeting is to summarize why the RAMP allocation is able to be reallocated on the C-470 Express Lanes Project, and what opportunities and options that the reduction may present for this and/or other projects.

#### Action

- Action by the Transportation Commission and High Performance Transportation Enterprise (HPTE) Board could be expected in March or April, after the C-470 TIFIA loan closes. Four options reallocated funds available were proposed and discussed.

#### Options for Consideration - What should happen with the reallocated \$52.3 million?

- Option 1: Reduce the Bonds by 52.3 million and increase RAMP funds by the same amount. If HPTE alters the amount of Senior Bonds, the financial model submitted to TIFIA would have to be re-done and HPTE would have go back to the ratings agencies for additional review since the financial structure of the project would have changed (a three to five month delay).
- Option 2: Reallocate the \$52.3 million to the HPTE Development Fund with no commitments. Having this “reserve” to be ready to respond to potential tolled options on any number of corridors would be beneficial. This would include but not be limited to consideration of additional funds going back to the C-470 corridor for further improvements.
- Option 3: Allocate a portion of the \$52.3 million towards building all or a portion of the additional C-470 improvements cleared in the 2015 Revised Environmental Assessment (EA). Beyond the improvements currently positioned for construction, additional scope is cleared in the 2015 Revised EA.
- Option 4: Enable HOV3+ on C-470. On October 15, 2015 the TC approved Resolution 15-10-6, which found that an HOV3+ exemption on the C-470 Project was not financially feasible. It also required HPTE to reassess whether HOV3+ was feasible on the Project if financing conditions permit. Unfortunately, the investment grade traffic and revenue study, which fed into the financial model used by the rating agencies and TIFIA, only models a no HOV exemption. Additionally, a large part of the reason for the strong credit rating on this project is that there are no free vehicle exemptions (similar to the Mountain Express Lane). Changing the corridor to a HOV3+ exemption would require new traffic and revenue forecasts, a new report, and would require a reset on all financing activities. This would result in a project delay of at least 12 to 14 months (as discussed above, the project can only sustain a financing delay of 5 to 8 months). Along with increased consultant fees (T&R consultants, financial advisors, and technical advisors), the project would incur significant change order costs resulting from revised design requirements to accommodate HOV.

#### Discussion and Comments:

- The TC will take action on this matter in March or April after the C-470 TIFIA loan closes.
- Due to very favorable rates, HPTE and CDOT decided to increase the borrowing capacity on the project by about \$80 million, with little or no negative effect on the project debt service coverage, or the ability to extend Express Lanes in the future. Because the borrowing capacity increased, the RAMP placeholder funds were reduced to \$40.3 million, leaving \$52.3 million in RAMP funds available to be reallocated.
- Both Joshua Laipply, Chief Engineer, and David Spector, Director of High Performance Transportation Enterprise (HPTE), apologized to planning partners Douglas, Arapahoe, and Jefferson counties (represented by the county commissioners who attended) for not more clearly communicating this change with the Corridor stakeholders

- Douglas County said the partners would prefer the RAMP funds remain in the corridor and the C-470 project be extended from I-25 up to Kipling, and not stop at Wadsworth.
- Jefferson County wants C-470 expanded from I-25 to I-70, but is happy to see the first segment (I-25 to Wadsworth) moving forward due to the many Jefferson County residents who commute to the Denver Tech Center.
- Arapahoe County Commissioners were unanimous that any money intended for C-470 stay with C-470.
- Shailen Bhatt, CDOT CEO, reiterated that CDOT is not taking money from C-470 to put it into another corridor, and that CDOT employees did not take action with bad intent.
- Gary Reiff, Transportation Commission Chair, suggested a possible solution might be Option 3, to allocate a portion of the \$52.3 million toward building additional C-470 improvements cleared in the 2015 Revised Environmental Assessment. This seemed to meet with general agreement.
- There was general agreement that the proposed TIP amendment pending with DRCOG should be approved as is so that the TIFIA close in March is not affected, with the understanding that there will be further discussion among the Transportation Commission and the C-470 Corridor Coalition prior to a decision on the use of the \$52.3 million in RAMP funds.
- Transportation Commissioners requested that staff provide additional information that can be used to assess the highest and best use of the RAMP funds, whether that is on C-470 or another corridor.

### **3:30 p.m. Project Prioritization and National Highway Freight Program (Debra Perkins-Smith)**

#### Purpose

- To provide an update on project selection for the initial years of the National Highway Freight Program, and discuss different program scenarios.

#### Action

- None. Transportation Commission input on program scenarios.

#### Next Steps

- Development of funding scenarios and FAC and STAC review
- Refinement of scenarios based on FAC and STAC
- Transportation Commission approval of funding for preconstruction pool in February or March.

#### Discussion and Comments:

- Debra Perkins-Smith, Director of the Division of Transportation Development, reviewed the four scenarios being discussed for freight:
  - Quick to construction
  - Advance projects to prepare for other funding opportunities. Advance projects can be considered in tandem with the Preconstruction Pool so that CDOT can be better prepared for discretionary grant programs.
  - Statewide Programs
  - Hybrid
- Commissioners had no additional scenarios to suggest, but seemed to agree that a hybrid of the other three might be the best approach.
- Concerning the advance projects, one example given, SH 71 Super 2, is proposed to divert some truck freight off I-25 using SH 71 to connect to the Heartland Express in Nebraska. Super 2 construction involves 12-foot lanes and 10-foot shoulders.
- Commissioners also liked the idea of having \$20-\$40 million set aside in a Preconstruction Pool to design projects that could then be ready for construction should additional funding become available or be more competitive for discretionary grant programs.

- On other matters, commissioners seemed to agree it's time to take another look at a previous decision to not plow low-volume roads at night. Plowing is important for safety, one Commissioner said. This may be an issue that's discussed next month.

#### **4:00 p.m. Program Management Office (PMO) Workshop (Jane Fisher, Josh Laipply, and Maria Sobota)**

##### Purpose

- The Program Management Workshop provides the Transportation Commission with an update on the integration of cash management and program management and RAMP. This update includes Calendar Year 2016 construction expenditure results and the proposed Calendar Year 2017 construction expenditure target range. It also includes discussion of lessons learned based on Fiscal Year 2016 and Calendar Year 2016 performance and risks associated with construction market conditions moving forward.

##### Action

- Review the proposed CY2017 construction expenditure target range and confirm.

##### Details

- PMO tracks program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. As indicated in Figure 1, the Calendar Year End 2016 XPI is 0.97. December's actual expenditures were \$17M above the expenditure target (Monthly XPI = 1.3) and we have ended the year about \$20M (3%) below the Calendar Year 2016 Target (\$716M in actual expenditures versus the \$737M target). It is important to note this is an improvement from Fiscal Year End 2016 results as reported to the TC in July (XPI = 0.95 with actual expenditures of \$753M as compared to the target of \$790M).

##### Discussion and Comments:

- Due to time taken up with the C-470 discussion, the PMO Workshop was deferred. Commissioners were directed to take any questions to Maria Sobota, Chief Financial Officer, and Jane Fisher, Office of Program Management Director.

#### **4:30 p.m. Resiliency Committee (Lizzie Kemp)**

##### Action:

- CDOT is requesting Subcommittee review, comment and approval on project progress to date and next steps; specifically, the proposed factors in creating a criticality map. Staff also is requesting Subcommittee concurrence to proceed with threat/asset/vulnerability and consequence modeling currently underway.

##### Background

- Recently, CDOT's system has suffered significant damage from floods, fire, rockfall and other physical events. The Pilot is a demonstration project to more fully understand and better manage the threats posed by physical events.
- Since project kickoff, the Working Group and Data Advisory Team have met and completed or made significant progress on four of the seven steps in the project scope. In September and November, CDOT briefed the Subcommittee on the pilot project. In September the Subcommittee approved of the proposed scope, schedule and process for engaging the Commission, and In November approved the types of assets and threats to be considered, with a couple of suggested adjustments. This month we are seeking concurrence to proceed with threat/asset/vulnerability/consequence modeling.

### Details

- I-70 from Kansas to Utah has been selected as the test corridor for this Pilot due to the diversity after rain, environmental constraints, statewide significance and wide range of rural, recreational and urban character.
- The Pilot builds on CDOT's 2013 Transportation Asset Management Plan (TAMP), and methods utilized through the Flood Recovery Program. Specifically, the method builds upon a framework referred to as RAMCAP+ (Risk Analysis and Management for Critical Asset Protection).
- Using RAMCAP+ the project team will:
  - inventory and value system assets,
  - identify which assets are most critical to system operations,
  - identify which threats are appropriate to consider,
  - calculate the probability of events occurring that could compromise those assets,
  - estimate asset vulnerability the resulting damage, and suggest alternative approaches for maintenance or improvement of those assets to increase resiliency and redundancy of our system in a way that is more cost-effective over the long term.
- The project team has completed the first two of seven steps in the RAMCAP+ process and made good progress on the third and fourth steps.
  - Determined which assets to address, how to value them and collected data.
  - Determined which threats to evaluate and collected data.
  - Suggested criteria to identify which portions of our system are most critical from a usage, social, economic and environmental perspective. Refinement of the criticality map is ongoing, with plans to propose a final map in April. (detail on the criteria proposed by the Working Group and a sample map of critical assets statewide provided in the attached slides)
  - Begun work on modeling the impact that selected threats could have on our system assets, including vulnerability of specific assets, and the potential consequences of future events.

### Next Steps

- The second of four all-day workshops with the Project Working Group was completed December 6, 2016. At that workshop, the team confirmed the decisions made in Workshop 1, and approved the next two steps in the process, consequence and vulnerability modeling of the selected threat types on our system.
- The team proposes to return to the Resiliency Subcommittee two additional times over the next seven months to report on progress and request guidance and feedback. A final report will provide CDOT the results of the full R&R analysis, and propose steps for implementing and institutionalizing the process across the State for consideration by the Commission.

### Key Benefits

- The results of this pilot will permit CDOT to evaluate the utility of such R&R analysis for internal use in pro-actively managing Colorado's road transportation network and its applicable physical threats in the future. The results will help to improve CDOT's current asset management, project prioritization, design and maintenance practices.

### Discussion and Comments:

- Due to the time taken with the C-470 discussion, the Resiliency Committee meeting was deferred.

**Transportation Commission Regular Meeting  
Thursday, January, 19, 2017**

**Call to Order, Roll Call**

- All in attendance except Commissioner Connell who is excused.
- Commissioner Barry resigned from the Transportation Commission in December, and District 4 is currently vacant.

**Audience Participation (10 minutes – Three minutes per person)**

- Tom Hoby, Director of Jefferson County Opens Space and two colleagues – Matt Robbins and Scott Grossman, spoke to thank CDOT and Clear Creek County for working with them on bicycle and pedestrian improvements along US 6 between Mayhem Gulch to Tunnel 5 in Clear Creek County on the Peaks to Plains Trail. The following CDOT staff was recognized and thanked: Tanisha Alford, Alvin Stamp, Richard Solomon, Kevin Brown, Julia Spiker, Steve Loeffler, Irv Mallow, Dan Burrows and especially Marilyn Cross. The Governor also visited the trail project along with Mike Lewis, CDOT’s Deputy Executive Director. Their visit to the trail was also noted and appreciated.
- Mr. and Mrs. Kammerzell who own property along SH 60 near Johnstown both testified of their concerns with CDOT taking their property to realign the west side of the highway. There are several safety concerns and drainage issues with the proposed realignment of US 60. The Transportation Commission listened to the property owners’ concerns and plan to meet with the property owners again in February to discuss the alignment issues of the property owners, and removed any right-of-way related resolutions from action related to this project for this month.

**Comments of Individual Commissioners**

- Commissioner Barry was thanked for her service as a Commissioner.
- Zach Alexander was congratulated for the birth of his twins.
- Herman Stockinger was also recognized for his assistance to the Transportation Commission.
- Commissioner Thiebaut’s son will be a participant on President Elect Trump’s security detail.
- Congrats to Region 4 for all the flood recovery work being completed.
- Efficiency and Accountability Committee is back on track and working well at monitoring new requirements of the FASTER funding and documenting decision making better. Some state legislators raised that there were issues with animosity and that issue is important to address and is being addressed.
- Commissioner Reiff thanked the county commissioners who participated at the C-470 Workshop yesterday.

**Executive Directors’ Report (Shailen Bhatt)**

- Echoed congrats to Zach.
- Busy month last month
- Broke ground on the new office buildings.
- Our Governor has mentioned “transportation” at least 20 times, look forward to discussing this more.

**Chief Engineer’s Report (Josh Laipply)**

- Project Management Office goals in 2016 was within 3% of reaching our goal.
- December was a strong month due to hard work and good weather.
- Recognized Jane Fisher and RTDs for their contribution to the success.

- Next year target of expenditures will be \$690 million
- Challenges will be construction inflation and low unemployment, along with increasing fuel prices.
- Due to CDOT having an economist on board, CDOT is now being more strategic with how projects are timed and sent out for bid.

#### **HPTE Director's Report (David Spector)**

- HOV 2+ now raised to HOV 3+ on I-25 and US 36.
- Smooth transition so far with lots of media.
- Project Closeout of US 36 happening now.

#### **HPTE Scope of Work and Fee for Service (David Spector)**

- This is an agreement between HPTE and CDOT on services HPTE can assist with over the next 18 months.
- HPTE aggressively pursues innovative financing options.
- HPTE is completing the US 36 managed lanes project
- HPTE is assisting with the Central I-70 project public partnership and advice with bidding and procurement
- Working on C-470 have a BBB and BBB+ manage lanes rating.
- Toll areas 1 and 2 operating along I-25 with 3 in progress. Segment 8 in Johnstown to Ft. Collins – HPTE is working on the financing.
- I-25 South from Castle Rock to Monument – HPTE is working on this and I-70 Mountain Express with the Division of Transportation Systems Management and Operations (TSMO).
- HPTE is on track – other categories include Program Delivery and a document management system for HOV3+ transition.
- A new project is the Big Horn project with lots of work going on.

#### **Federal Highway Administration (FHWA) Director Report (John Cater)**

- False claims problems have surfaced in the New Year.
- There is a safety challenge in Colorado that FHWA and CDOT need to take on.
- Fatalities increased to 600 last year – an increase of more than the number of people in this room now.
- Initial goal is a target of 5% fewer fatalities; conducted a multi-agency meeting with Metropolitan Planning Organizations, NHTSA, FHWA, and CDOT to discuss safety and how to enhance it in Colorado.

#### **Statewide Transportation Advisory Committee (STAC) Report (Vincent Rogalski)**

- Commissioner Reiff mentioned looking forward to the STAC lunch next month.
- Vince mentioned that other STAC members and he are excited about working with the Transportation Commission.
- There are big issues to discuss.
- Consider talking with UDOT about how to get more state money as part of CDOT's budget.
- President-Elect Trump has made remarks about financing infrastructure, need a better understanding of what is meant by this.
- CDOT has the 10-year Development Program that places it well in terms of having projects identified in case additional funds become available.
- We need both subjective and objective criteria to select projects as not one set fits all areas of the state.
- With FASTLANE grants we learned in some instances community application fare better than DOT applications.
- Need to understand how Road User Charges could work in Colorado. Consider rates indexed to inflation to avoid the current misunderstanding regarding gas taxes and their non-relation to gas price.
- Freight issues – urban vs. rural are important to understand and address.

**Act on Consent Agenda (Herman Stockinger) - Approved unanimously on January 19, 2017.**

- Resolution to Approve the Regular Meeting Minutes of Nov. 17, 2016 (Herman Stockinger)
- Resolution to Approve the Regular Meeting Minutes of Dec. 8, 2016 (Herman Stockinger)
- Disposal of Johnstown Maintenance Facility (Johnny Olson)
- Property Disposal SH 33 (Paul Jesaitis)
- US 34 Frontage Road Devolution (Johnny Olson)
- Updated Bicycle/Pedestrian PD 1602.0 (Debra Perkins Smith)

**Discuss and Act on the 7th Budget Supplement of FY 2016-17 (Maria Sobota) - Approved unanimously on January 19, 2017.**

- Region 2 - \$250,000 – Fence Replacement in Custer County—Transportation Commission Contingency Reserve Fund (TCCRF) Additional funds needed for project award. 10 miles of fence along SH 165 was damaged due to the Junkins Fire in Custer County. Risk Management is covering an additional \$250,000.

**Discuss and Act on Postponement of SH 60 project bridge over the Platte River and discuss alignment further with staff and impacted land owners - Approved unanimously on January 19, 2017.**

**Discuss and Act on the Right-of-way Condemnation Approval – Approved unanimously on January 19, 2017.**

**Discuss and Act on ROW Settlement Approvals - Approved unanimously on January 19, 2017.**

**Discuss and Act on ROW Acquisition Approvals - Approved unanimously on January 19, 2017.**

**HQ/R1/R2 Update (Maria Sobota, David Fox) 1**

- For Region 1/HQ -1.4 million of contingency funds have been identified due to extra funds not needed for environmental remediation at this point. CDPHE did borings of soil to assist with this new approach to remediation. Site is 100% purchased.
- Rate of loan decreased from 5% anticipated down to 4% - will be able to pay off \$22 million earlier with no penalty on COP.
- Vertical walls will not go up until April 2017 – when things get exciting.
- June and September will be when roofing is installed.
- Sept. through February will be internal building work.
- Anticipate Region 1/HQ completed by April 2018.
- For Region 2 building in Pueblo – Started building with caissons going in next week. Still on schedule for May 2018 completion. Site is only 54% purchased at this time.
- Disposition of current property at HQ and on Holly Street – Out for first right of refusal in January 2017. Receiving interest from agencies. Will go public in February if no interest is obtained in January.

**Flood Update (Johnny Olson)**

- Received additional \$252 million as part of \$290 million for flood emergency funds.
- Overall program received \$743 million.
- There is an Office of Emergency Management match of \$17 million.
- Colorado Federal Lands took some of the funds for their projects.
- CDOT has done well so far with the partners in this process.
- Would like to have a portion of the \$290 million obligated and out the door by 2018.
- Projects include work on US 34 and SH 7.

Status Report on Winter Operations (Kyle Lester)

- Colorado experienced significant winter storms with avalanche treats in all regions.
- GasEx Treatments of avalanche risk sites have been very successful.
- Were in place of 11.5% contingency, but now that is down to only about 1% contingency now.
- Hired a winter operations manager who is a meteorologist – David Johnson – who has accelerated weather forecast communications throughout the state.
- First meetings are weather forecast meetings, second meetings translate to team the needed operational response, and then Public Relations are informed regarding what to communicate to the general public regarding storms.
- A patrol plan is developed with RTDs to determine equipment and staffing needs for route optimization.
- This is all key to public safety.

Acknowledgements:

- Executive Director's Cup – went to Region 1 with Paul Jesaitis accepting the award.
- Division Cup – went to the Division of Transportation Development – with Debra Perkins-Smith accepting the award.
- Bustang Recognition – John Arbogast the Bustang operator was recognized for his heroic work with dealing with a passenger experiencing a heart attack on the bus. John's actions of a trained emergency responder (pulmonary resuscitation) saved the life of the Bustang passenger.